

Poole store urgent

AN URGENT decision on a future site for a "vital" fish merchants' store at Poole is wanted by Hampshire and Dorset fishermen.

A fear has been expressed that Poole's fishing industry could die if the store is not quickly re-built on a convenient site.

It was on Guy Fawkes night last year that Greenslades' shed, which handles most local landings, was severely damaged by fire. Southern Sea Fisheries District Committee was told in Bournemouth that a meeting to discuss new premises was being held with planning officials after Easter.

"It is essential that Greenslades' facilities, and in particular the refrigerated store, are reconstructed in time to cope with the spring landings," said Major A. J. Parker, chief fishery officer.

Council officials had proposed that the store should be resited in the fishermen's drying ground.

"This is not acceptable as it would require the major part of the area, he told committee members.

Major Parker thought the ideal place is the disused gas-works site.

Poole council, in opposition to the Harbour Commissioners, proposed a luxury hotel and conference complex should be built there.

Planning permission had been refused by Dorset county council, but Poole council is appealing against this refusal.

"Strong financial considerations are involved," said Major Parker. "But the intrusion of a luxury hotel into a thriving commercial port area seems to be singularly inappropriate."

"It is hoped that the council will see the wisdom of switching support to the fishing industry, even though the financial rewards may be longer in arriving."

The question of Greenslades' future has also been discussed at a meeting of Poole's planning committee.

Ships in dock as owners HUNT FOR SACKED CREWMEN

TRAWLER owners at Grimsby are again having difficulty in recruiting crews only a few weeks after more than 100 fishermen lost their jobs when six distant water trawlers were laid up.

Last week Frank Robinson, chairman and managing director of middle water owners Sir Thomas Robinson & Son (Grimsby) Ltd, told *Fishing News* one of its three operational trawlers had been waiting for six deckhands since April 2. Other trawling interests at Grimsby have voiced similar experiences.

"There just aren't the men looking for jobs," a BUT runner explained. He added: "We are finding crewing quite a problem at the moment. The men seem to have disappeared."

The Department of Employment at Grimsby declined to comment on the situation, but its fish dock offices appeared to be doing fairly brisk business on one day last week. However,

several of the men *Fishing News* spoke to said they were only temporarily signed off between trips.

One fisherman, who declined to give his name, did admit he had no intentions of taking work as long as he could avoid it.

He told *Fishing News* he is married with three young children and had been out of a ship for "over a month. And you can take that to mean four weeks or four months, but I'm nearly £7 a week better off on the bun (drawing unemployment benefits) than I was fishing."

"You can't expect me to go back to sea when I can get this sort of money for doing nothing—and there's plenty more like me."

"Some men have left fishing and got shore jobs, I know, or gone on the rigs where the big money is. Fishing's a mug's game now."

Even good engineers are becoming scarce at Grimsby. Some trawler owners who have taken a chance with trawlermen they would not normally consider for berths have, on occasion, regretted it.

One retired fisherman who

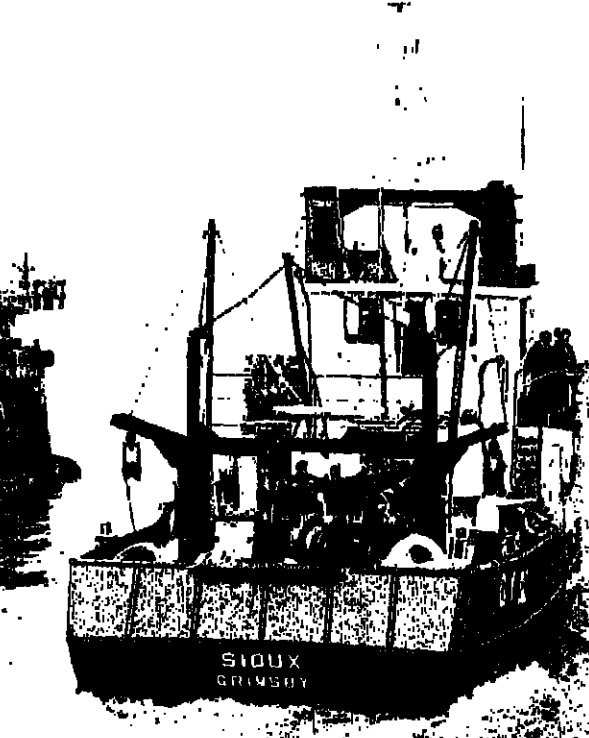
spent 40 years at sea said he didn't blame the fishermen of today for turning to other occupations.

"There's no security for the average man; after all those years spent regularly working I shall get an extra pension of just 30 pence a week when I'm 65."

Only among the port's trawler officers are jobs keenly sought. Every trawler laid up or sold means two less jobs and competition is fierce.



Sioux on trials



'SIOUX' STARTS SHOOTING

THE HULL Gates Shipping Co. of Grimsby has begun a new venture with its new 74ft. steel-hulled multi-purpose *Sioux* which started her career off at the weekend as a fly-shooter seiner.

Command of *Sioux* has shrewdly been given to Skipper John Oliveira-Lota, who has spent the last five years at North Shields with top skipper Cliff Ellis, both in *Lindisfarne* and in his new steel vessel *Christine Nielsen*. So he has great depth of experience with fly-shooting and industrial fishing on a large scale.

Skipper Oliveira-Lota went down to Grimsby last week and was at the helm when *Sioux* went on her sea and

fishing trials on April 8.

Speaking to *Fishing News* he said he was very pleased to have been offered the job and is looking forward to working *Sioux*.

He plans to adopt the same trip cycles as many of the North Shields vessels, working a 10-day stretch at sea followed by a long weekend in port.

Successful

After the trials a spokesman for agents, Tom Sleight (F.S.) Ltd., told *Fishing News*: "Everything worked very well; as successfully as we could have hoped. She behaved satisfactorily all round, even though there was a good swell on once we got out of the river."

Sioux was brought to Grimsby for completion from a Scottish yard several weeks

ago. (Fishing News, Mar. 12). Mechanically and structurally she is identical to sisters, *Mohave* and *Shamone* (now pair trawling).

She has a 495 bhp Miraflores Blackstone ERSL-6MR four-stroke main engine of 70 rpm, driving a Lisen CGS c.p. propeller through a 2:1 reduction gearbox, and is the same Lister HRW-200 auxiliary.

Only on the flush after deck are there any real differences, as *Sioux* is rigged with seining sheaves and rollers. She is also fitted with the Reeces No. 2 hydraulic rope coiler feeding into two rope bins at the forward end of the fishroom.

She carries 12 coils of 120 fathom 24 mm seine rope in each bin and is equipped with four "620" seine nets.

After some minor modifications and a naming ceremony by Mrs. Frank Hekkie, wife of Sleight's marine superintendent, *Sioux* set sail with a seven-man crew on her maiden voyage last Saturday afternoon.

Her first trip will be only five days, as she was due to have a minor additional modification fitted yesterday (Thursday).

With *Lindisfarne* and *Christine Nielsen* from North Shields.



Rescue attempt awards

A BRAVE attempt by two crew members of the Hull-based side trawler *Kingston Sapphire* to save the life of a sparehand last year has been recognised.

Tom Boyd Jr., president of Hull Fishing Vessel Owners' Association, made presentations to mate, Trevor Penruise, and sparehand, Stephen Kilvington, at Hull last week.

Each man received a Royal Humane Society testimonial on vellum and, also, an inscribed gold watch as a gift from Hull Fishing Vessel Owners' Association.

Both men dived into the sea three miles off Flamborough Head on May 19 after hearing the shout "Man overboard". They swam between 150 and 200 yards their rescue bid.

Eventually they got the man into a lifeboat and aboard the ship, but he died despite efforts to revive him.

Mate Trevor Penruise (left) and sparehand Stephen Kilvington (right) receiving their watches from Tom Boyd Jr., president of Hull Fishing Vessel Owners' Association.

DUTCH BEAMER FIGHT GOES ON AT FLEETWOOD

SUGGESTIONS that Fleetwood inshoremen have accepted the Dutch beam trawlers' annual "invasion" sitting down have been dispelled by David Rainford, chairman of Fleetwood Inshore Fishermen's Association.

He said last week: "We have done everything to have them stopped. We have made protests through the firms which manage them without any success."

"We stopped them from using the port at the time of the blockade but, unfortunately, so as not to show any discrimination, we had to stop our own distant-water fleet."

"We tried to get their method of fishing banned, because it is a ruthless method that is completely against preservation."

"Unfortunately, the breeding grounds lay just outside our 12-mile limit which puts us in a hopeless position. This shows the importance of a wider limit line for the exclusive use of UK vessels."

"Nature has its own ways of preserving and the sole, when it is going to spawn, buries itself in the mud on the seabed. The conventional

trawl is dragged along the seabed so, therefore, does not catch the sole until after it has spawned and leaves the mud to swim on the seabed.

"The Dutch method churns the mud on the seabed to depths of three feet or more, causing the soles which are spawning and the baby fish to come out of the mud

and get caught. This method of fishing is lethal."

This comment came as even more Dutch vessels arrived at Fleetwood to work the Morecambe Bay grounds. They tranship their soles to Holland for sale but, last week, around 70 kits of mixed fish was put on the local market.



Skipper Jens Bojen.



Skipper John Richardson.

GRIMSBY's top pair trawling team — Margrethe Bojen (Skipper Jens Bojen) and Frances Bojen (Skipper John Richardson) — smashed the port pair trawling record with a 10-day North Sea trip last week of 1,149 kits. The fish sold through the Tom Sleight (F.S.) Ltd. agency for £24,730. Apart from a few kits of haddock and cod, both vessels turned out cod, with the new Margrethe Bojen having the edge on £13,122 from 616 kits. Since the partnership was formed, the pair have amassed £45,141 from just 22 days at sea. The old record of £24,420, and stretching back nearly three years, was set up by Jens Bojen in Frances Bojen when he was paired with his brother Jorgen in *Sonia Jane*.

LIGHTS OUT AT WITHERNSEA

WITHERNSEA lighthouse, in operation since 1894, is to close on July 1, a Trinity House spokesman confirmed last week.

Bridlington lifeboat officials who objected to the proposed closure were told by a Trinity House spokesman: "Having regard to present day navigational requirements, Witherness lighthouse could be discontinued without affecting the service provided by Trinity House."

The spokesman added: "In 1978 the green light on the Canada wreck buoy will be replaced by a white light which, we hope, will alleviate any fears expressed by the lifeboat authority."

Withernsea lighthouse was established at the end of the last century as an oil light and

was converted to electricity 40 years ago.

Trinity House, which will continue to maintain the lighthouse as a landmark—it stands in the centre of the town on Hull Road — estimates that its closure should save about £10,000 a year.

It is felt that ships heading for the Humber are adequately served by Spurn Point lighthouse and the Humber light vessels.

THE latest fish firm at Aberdeen to cease trading is G. F. Carnegie and Co., Commercial Quay, a firm which specialised in halibut and plaice — fish which are becoming somewhat scarce these days. The firm was started in the early part of the century by the late George Carnegie.

OBITUARY

WILLIAM Fletcher (52), a greaser on the Grimsby distant water trawler *Boston Comanche*, collapsed and died at sea off Iceland on April 7. Mr. Fletcher worked for a long while with the Boston Group. He was married with two children.

STRANGE WEED...

CONSIDERABLE quantities of Japanese seaweed has been seen floating in the Solent.

The Ministry of Agriculture, Fisheries and Food has asked fishermen to keep a vigilant watch, reporting any pieces seen.

The weed grows at a tremendous rate and can strangle a harbour in a matter of days.

Sprats fade away

THE SPRATTING season at Grimsby is all but over. After very nearly the longest session ever, only the Tom Sleight (F.S.) Ltd. spratting pair team of Clee (Skipper Melvin Cox) and Martin Norman (Skipper Eivind Sorensen) are sticking it out.

Last week the pair landed 100 tons at Grimsby, including one haul of 40 tons taken off Hartlepool, when the weather relented enough

to allow them a three-day spell at sea.

All the Shields spratters have gone back to white fishing and Grimsby's last two single boat spratters, Glenda (Skipper Francois Winteln) and Arcana Champion (Skipper Eivind Sorensen), have called it a day too.

Glenda ended up unhappily on the slips last week at Grimsby with a broken tail shaft after something solid wedged into her nozzle, while

Arcana Champion has reverted to seining for the first time in years.

She was the only local vessel engaged in industrial fishing for sand eels from Grimsby last summer and Skipper Sorensen told *Fishing News* they would be seining this year because they can no longer make industrial fishing pay.

"We cannot afford it any longer; we are just running into debt," he said.

COMMENT

Industry 'banker'

FOR A STILL developing Irish fishing industry can come up with a to keep the gaping mouth of a 350-ton a day meal plant supplied is a big task. And if the fish resources in the area do not come up to expectations then there is real trouble.

These are the basic problems which have led to the announcement by Salvesen that it is closing down its fish meal factory on the east coast of Ireland. This Scottish venture, which started off with such optimism seven years ago, now looks set for a dismal end unless the industrial fishing industry

expanding production.

It is a situation like this, which lends increasing weight to the argument for floating fish meal plants, able to move quickly and easily to the sources of supply. These have been tried successfully by some countries, especially where there are big seasonal fisheries, such as in Ireland.

With the unpredictability of fish stocks, massive investment in shore-based plants is always a big risk. Ironically, on the west coast of Ireland the fish meal plant there, is

tractive. Any efforts that the Irish make to keep the Salvesen plant open, could well pay off for the country's fishing economy in the future.

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For a fishing industry that is still reasonably buoyant, the loss of a fish meal plant might not seem too disastrous. But forward looking fishing interests in Ireland, especially the newly-formed

Producers' Organisation, know the meal the east coast of plant could be an important "banker" in their future economy.

In leaner times, the optimism seven years ago, now looks set for a dismal end unless the industrial fishing industry

fishing news

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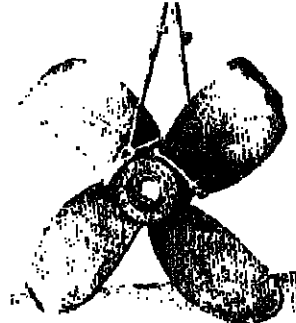
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Fuel saver on a research trawler

"I HAVE heard that the 800 hp Lister diesel installed in the University of North Wales' fisheries research trawler *Prince Madog* is fitted with a device which reduces fuel consumption.

"Do you know what it is, how it works and whether it can be fitted to diesels of lower horsepower?"

● *Prince Madog's* engine is fitted with Rivenaes Motor Cleaning apparatus — equipment which periodically injects a non-flammable, non-toxic cleaning chemical into its charge air system through a spray nozzle while it is running.

The atomised liquid is carried through the engine, coating and breaking up all internal carbon encrustations as well as other combustion-related deposits which are then discharged in the form of fine powder.

Each injection of the chemical removes a fine layer of carbon and thus ensures that the engine remains in a thermally efficient condition. In such a state it will consume a smaller amount of whatever grade of fuel is used.

It is claimed that the Rivenaes Motor Cleaning System not only reduces fuel consumption but contributes to other economies as well.

Since it removes abrasive and flammable deposits in addition to carbon, engine components last longer, the need for manual or mechanical cleaning is reduced and periods between overhauls can be extended.

Three sizes of RMC injection apparatus, each of them said to be simple to install, to use and to require little or no maintenance, are available.

The smallest consists of a portable 10 litre stainless steel pressure tank complete with air hose connection or hand pump.

A pressure gauge and pre-set relief valve are incorporated in the tank while a liquid outlet non-return valve is located at its base. The unit is supplied with a five metre length of pressure hose with

quick couplings at each end. After either a 25, 16 or 10 litre unit together with special injection nozzles have been delivered to a vessel, it is claimed that apparatus can be installed without difficulty in less than an hour.

Injection is usually undertaken through scavenge between blower and air cooler.

Nozzles are therefore positioned between these two components so that the RMC liquid can be sprayed into the air flow as quickly as possible.

Injection procedure consists of connecting liquid hose to nozzle and air hose to vessel's air main. The tank, which is pressurised to five atmospheres, is then filled with correct amount of chemical.

Tank fluid outlet cock is opened, also thumb valve on nozzle. Injecting will therefore take place automatically.

To date RMC apparatus has been installed in over 300 vessels with engines ranging in horsepower from 500 to 32,000.

It may be possible to install it in fishing vessels powered by diesels of less than 500 hp.

Marine Ventures Ltd., Maddox House, 1 Maddox Street, London W1R 0LB, distributors of the equipment in the UK, would be able to tell you about this and provide any further information you may want about it.

Although, in practice, the

John Burgess' Log



Metric cable

"TO SETTLE an argument, can you tell us what a cable's length is in metres? I say that, since 100 fathoms equals 182.880 metres, this is the metric length of a cable.

"But my son, who has been studying navigation to get a Second Hand's ticket, says it isn't. He is quite sure he is right — as usual — but he is not sure exactly what the figure is."

● A cable's length is one tenth of a nautical mile. In Latitude 48° (adopted as a convenient standard) a nautical mile is 6,080 ft.

Although, in practice, the

length of a cable has always been taken to be 100 fathoms, in fact it is 101.3 fm. So a direct conversion of 100 fm to metres is bound to produce the wrong answer.

Conversion

A direct conversion of 6080 to metres also gives an incorrect answer because the Admiralty have recently adopted a new length for the Nautical Mile of 6,076.118 ft for survey work.

There are 1852 metres in this new NM and therefore a cable's length in metres is 185.2.

RUST-FREE WARP

"MORE AND more chaps around here seem to be going in for trawl warps made of Yellow Pennant wire rope. They say they don't rust as quickly as the warps they used before.

"Do you know anything about Yellow Pennant ropes or where I can get details about them and their prices?"

● Yellow Pennant wire ropes are made by Dawson and Usher Ltd., a member of the Hawkins and Tipson Group,

which has been making ropes for marine use at the Hendon Ropeworks in Sunderland ever since 1820.

They were developed specifically for conditions in which wire ropes tend to fail due to corrosion before they fail from fatigue.

Special steel

A special high quality steel is used in their manufacture and their resistance to corrosion is not affected by external abrasion suffered when they are towed along the seabed.

They are constructed in two ways: 6 x 7 (6/1) and 6 x 19 (12/6/1) in 12 different sizes from 8 mm diameter (1in. circumference) to 22 mm (2 3/4 in. circ.) and have a polypropylene (PP) core which will not rot and which will support the wire strands throughout the life of the rope.

Precisely how Yellow Pennant wire ropes are protected against corrosive influences is no doubt a trade secret.

There must, however, be something original in the process for the ropes have been patented in Canada and the USA as well as in the UK.

They are not the only wire ropes made by Dawson and Usher. They make Blue Pennant ropes in various qualities and forms of construction for use by inshore trawlers. Blue and Red Pennant ropes for use by deep sea trawlers and purse seiners and a combined wire and natural/synthetic fibre rope among many others designed for marine use.

So, when you are applying for details and prices of Yellow Pennant ropes, it might well pay you to ask for details of all the ropes they make for use in fishing vessels at the same time; you will doubtless need wire rope for purposes other than towing trawls in your boat sooner or later.

If you want quotations for supply of Yellow Pennant ropes without delay, you are most likely to receive them by return if you make your inquiry specific.

If you state the purpose for which you want rope; what size, construction, tensile strength you want; whether you want it galvanised or ungalvanised; whether right or left hand rope is preferred; whether you want it with a fibre or steel wire core; whether it should be supplied in a coil or on a reel; and whether you want any fittings supplied with it, you will receive quotations straightaway.

Dawson and Usher can supply a number of rope fittings — several types of thimbles, hooks with eyes and swivels, sockets etc. — and they also provide a rigging service.

They can put hand, Tule or any other kind of rope on ropes you order if you want.

ANY QUESTIONS?

If you have any questions about boats, engines, gear, methods, John Burgess is prepared to try and answer them for you. Write to him at the address below.

Skipper switches back to Iceland

SKIPPER Tom Watson, who left distant water fishing for middle waters, has returned to Icelandic fishing.

He has now joined J. Marr and Son Ltd., Fleetwood's biggest distant water firm, and has been on a trip as observer aboard the stern trawler *Norina*.

For many years Skipper Watson was in command of the side trawler *Wyre Victory* working off Iceland. He later took command of the Irish-owned *Mary Agnes* when she was completed in a Dutch shipyard.

Deckie's lucky escape

ABERDEEN deckhand, Robert Shepherd of the pocket trawler *David John*, had a remarkable escape from death when a three-ton bag of fish fell on him.

The vessel was fishing 40 miles off Aberdeen and the catch was being hauled on board when the lifting gear gave way.

Mr. Shepherd said later he was lucky to be alive and believed his life was saved by the stout pond boards on deck.

He fell between two of them and they supported most of the crushing weight of the bulging net.

Berwick bid to save lifeboat

FISHERMEN are mounting an 11th hour bid to save Berwick Lifeboat from being withdrawn from service.

Despite strong representations from the local branch, the RNLI has said the lifeboat will be axed later this year. It will be replaced by an Atlantic-type inshore lifeboat.

Now, fishermen are to make a plea for the lifeboat to be retained at Berwick where there is also a fast inshore rescue boat.

Skipper George Hope, of

Winkles up

WINKLES have been the outstanding catch for local fishermen this quarter, Portsmouth fishery officer, Mr. S. J. Ball, has reported to Southern Sea Fisheries District Committee.

There were unusually heavy landings and good prices, but these were marred by large-scale thefts in the Stanbury area while awaiting marketing.

Four of the larger trawlers were working at the beginning of the quarter, but later turned to oyster dredging. "Trammel net landings were particularly disappointing and abundant weed added to the fishermen's frustrations," said Mr. Ball.

NO SIGN OF 'COD BOOM'

FLEETWOOD'S hoped for cod boom from the Carlingford and Morecambe Bay seasons had not materialised to any large degree up to last week. Although vessels did find cod, it was not in the quantity of former years.

But, indirectly, this lack of cod led to one of last week's outstanding grossings. The near water trawler *David Wilson* (Skipper John Banks) went to the Irish Sea grounds, but after around six days of fruitless searching, Skipper Banks decided to head north for the Minch.

He immediately found fish and brought his command back to port with 383 kits, including 50 of hake, 90 of cod, 40 of coley and 100 of dogs, which sold for £10,590 — a figure just £51 off the port record for this type of vessel, set up by the same ship in March, 1974.

But John Thain, of the owners Hazael Fishing Co., put the trip in perspective by saying: "It is a pleasing trip, yet it must be remembered that ships were making as much two or three years ago and the operating costs have risen sharply since then."

David Wilson's hake made up to £90 a kit.

There was a rare Faroe trip landed at the port during the week. *Wyre Glenner* returned from the area after a 17-day trip with 703 kits, including 150 of cod, 20 of plaice, 130 of haddock and 320 of coley.

The Berwick based *Antares* suggested: "If the RNLI cannot maintain the boat, why do they not consider handing it over the local committee rather than substituting a smaller vessel."

Fishermen believe there is a need for a large lifeboat to be retained at the mouth of the Tweed and will make representations to the RNLI.

Now, fishermen are to make a plea for the lifeboat to be retained at Berwick where there is also a fast inshore rescue boat.

Skipper George Hope, of

Dutchman escorts Westerdale into port

LERWICK lifeboat was called out last week to aid a sinking fishing boat.

The Peterhead boat *Westerdale* was on her way into Lerwick harbour after a lump of water damaged her engine and her engine developed trouble.

Pumps choked and she was taking water badly while, some miles from Lerwick, the lifeboat was summoned.

First on the scene, however, was the Dutch oil tug *Eos* which put a pump on board and escorted *Westerdale* into port. Repairs were being made last weekend.

End of the line for Everton...

EVERTON, the very last in a long line of several hundred steam trawlers built for Grimsby owners Consolidated Fisheries Ltd. over the years, left the port under tow on her final trip last Friday.

The 18-year-old steamer, younger than several operational diesel distant water trawlers, had been bought by breakers' Meyer & Newman Ltd.

She was taken down to Dartford Buoy, in the Thames, to wait for a berth in one of the nearby breakers yards by the 33-year-old diesel tug *Ocean Puller*.

The owner of *Ocean Puller*, Captain Roger Wood, told *Fishing News* he expected *Everton* would probably end up at Meyer & Newman's Brith yard, but they could sub-contract the work to Group Six Ltd. at Sit-

tingbourne when, and if, her berth became vacant.

Captain Wood said there were so many steamers and other vessels waiting to come under the breakers that queues are building up, in spite of the speed of cutting operations.

Fourth

He said most Thames breakers were scrapping a distant water trawler in the 800-ton range in about six weeks, and the 894-ton *Everton* was the fourth trawler *Ocean Puller* had towed down the Thames in just over a week.

She had already disposed of the Hull steamers *Arctic*, *Avenger* and *St. Loman* (to Dartford Buoy) plus the former Lowestoft vessel *Ira*, delivered to Thomas Ward's yard at Brith from Group Six Ltd. at Sit-

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Above: Floreat's crew, holders of the Maitland Trophy in the under 60ft class, are L. W. Duthie, Skipper W. R. Duthie, E. Watt and W. Ritchie. Right: seen with the Maitland Trophy for the over 60-footers are W. A. Buchan, A. Buchan, Skipper A. S. Buchan, J. Buchan, A. Buchan and A. Ritchie.



'PREPARE FOR A PROTEST'

— MP tells Scots

"GET READY for a trip to London." This advice was given by East Aberdeenshire MP, Douglas Henderson, as he urged north-east fishermen to keep up their fight against the government's apathy towards the urgent needs of the fishing industry.

Mr. Henderson was addressing guests at the Maitland Trophy presentation dinner held by Fraserburgh Harbour Board and allied associations at the Buchanan port earlier this month. The trophies were presented to the crews of *Achieve* and *Floreat* for the best grossings by Fraserburgh boats in the up to 60ft and over 60ft classes.

After commenting on the "lack of foresight present in our government", he spoke strongly of the need for more lobbying by fishermen.

"We must make our voices heard. The Community wants open waters and it's the very countries who have destroyed their own fishing grounds by industrial fishing who are ready to come and destroy ours."

Optimism was not forthcoming from Mr. Henderson concerning renegotiation of the Common Fisheries Policy in Brussels. "The government had given up one of our trump cards in not negotiating before the referendum," he said.

Speaking on the subject of fishery protection — a sore point with the Scottish fleet — he said: "The government spent a total of £1.3m. last year, and didn't record one case where a foreign vessel was caught inside the limits."

Although skippers are daily witnessing such violations, unfortunately only two complaints were officially reported.

Mr. Henderson emphasised that the government could not appreciate the full extent of the problem unless they had the written evidence in front of them.

It was to this end that Mr. Henderson appealed to all fishermen to exercise the utmost vigilance in lodging reports of all such violations.

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Museum launches lightship appeal

THE Scottish Fisheries Museum at Anstruther has been given a once only chance of buying the North Carr Lightship and needs to collect £10,000 urgently.

This vessel has guarded the northern approaches to the Firth of Forth for many years, guiding ships past the treacherous Carr Rocks.

The sole manned lightship under the control of the Commissioners of Northern Lights, she has weathered many terrifying storms and saved countless lives.

With the generous help of the Royal Scottish Museum and co-operation of the Lighthouse Commissioners, the North Carr would form a splendid adjunct to the fisheries museum at Anstruther. Already, visits to the museum total more than 40,000 annually.

The acquisition of the lightship would also commemorate the bicentenary of one of our greatest seamen, the Admiral of the Fleet Thomas Cochrane, 10th Earl of Dundonald (1775-1860), inventor, liberator of Chile, Peru and Brazil and, in 1810, one of the Elder Brethren of Trinity House. He had special association with Fife.

Dinutions should be sent to: North Carr Appeal, Scottish Fisheries Museum, Anstruther, Fife KY10 3AR or handed in to any bank marked for "North Carr Appeal", Clydesdale Bank Account No. 608867.

DREDGE FIGHT

MUDEFORD fishermen have enlisted the support of their local MP Robert Arlough in their battle to get a survey carried out on the sea bed between the Isle of Wight and Poole. They fear that dredging of the sea bed in this area has ruined the fisheries.

Over a million tons of sand have been dredged from the area to restore the eroded beach at Bournemouth. The Mudeford Fishermen's Association is convinced that the dredging is responsible for the poor fishing.

£52,136 for 'Innes'

NEWINGTON'S *Hammond Innes* landed at Hull last week after a 21-day trip to the Norwegian coast and made 252,136 for 2,417 kts — including 1,104 kts of haddock in command of the 12th stern trawler was Skipper J. Brettell.

QUOTA—'LITTLE HOPE'

IN A letter to Orkney and Shetland MP, Jo Grimond, the Secretary of State for Scotland, William Ross, indicated there is little chance of an increase in the six-month 1,360 tonne herring quota allocated to Shetland fishermen.

"I fully appreciate that Shetland fishermen would be able to fish for a substantially greater quantity of the North Sea herring stock about which there is a serious concern."

Scampi boom on at Whitby

ON THE crest of the present wave of popularity for scampi is Whitby Shellfish Company's factory above the River Esk at Whitby. It is increasing its production to 10,000lb a week and taking on extra staff as well.

Graded scampi are offered in 1lb plastic packs as King-sized, Jumbo, Gourmet, selected and Popular (in batter). These are a good seller to caterers.

The little factory employs 56 women and 6 men who travel from Whitby and neighbouring villages in a contract bus.

Mr. Mair (53), whose son Michael joined the business three years ago, is delighted with the success of the plant. The company has a van with an enormous painting of a 'prawn' on its side... the work of a local artist.

The company dispatches scampi by road and rail to all parts of the country, and has also exported to Malta, Sweden and Switzerland. Its market is expanding to caterers who find the demand for scampi is no longer just for the rich man's table.

The company began processing 'prawn' 15 years ago in a converted railway engine shed. Three years later it set up the present 9,000 sq. ft. factory at a cost of £15,000 on land

bought from the local council.

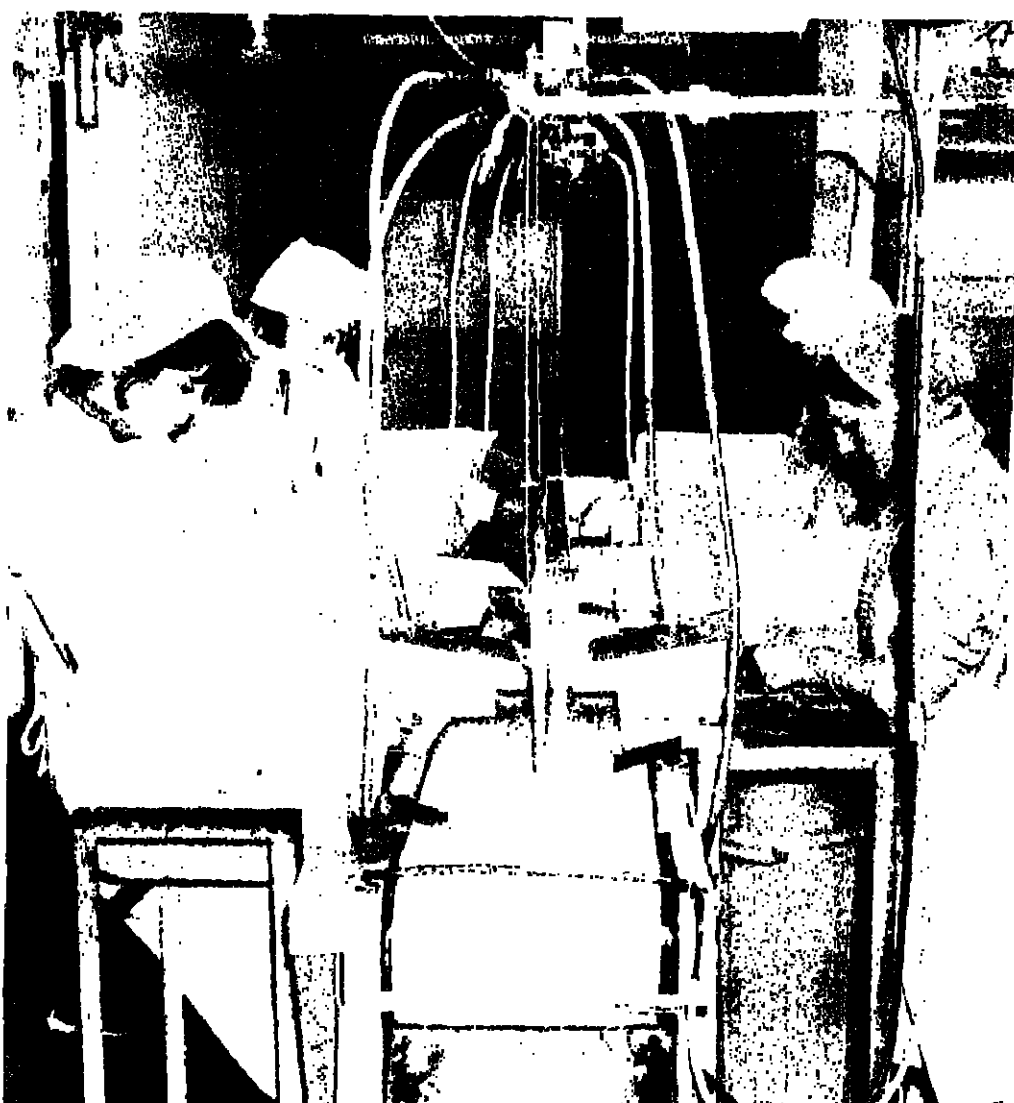
Director and General manager of the limited company is George Mair, a shrewd Scot who began his career as a 14-year-old fishermen's clerk on Aberdeen market. Later he worked for MacFisheries and Smedley's before taking a long, hard look at the potential of Whitby, the north-east coast fishing port, as a base for a scampi project.

He says: "Three people got together... it seemed a good place for business with easy access for transport."

The company buys most of its 'prawns' from Scotland, with the rest coming from England and Ireland.

At one time they had to be peeled laboriously by hand. Technology has taken over now in the form of compressed air nozzles which blast the prawn meat on to a mini conveyor belt. The meat is then frozen by a process which puts them into an accelerated state of deep freeze in just over an hour. They are then inspected and graded. Another machine automatically coats chosen batches with batter and bread-crumbs for caterers who want to use them straight into the pan.

Right: scampi meats being removed by compressed air at the Whitby Shellfish Co's plant. The meats are directed onto a conveyor and eventually are packed (below) into bags.



Survey boost for island

IN GUERNSEY'S first economic survey accepted by the States parliament, the fishing industry is said to be making a significant contribution to export earnings and has the merit of being based on local natural resources.

The industry was not in good heart at the beginning of 1975 after the disappointing results of 1974. The rapid expansion of previous years had been arrested in 1974 due to high running costs.

Apart from the general inflation, the industry had to face enormous price increases in oil. Yet, 1975 proved a successful year for Guernsey fishermen.

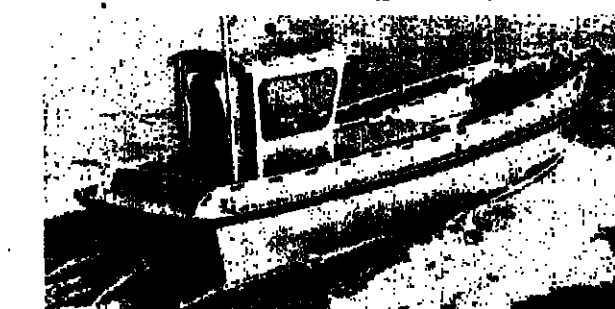
The turn-round occurred primarily in the crustacean industry, on which the Fisheries Loan Scheme has been concentrated.

Aided by the fine summer weather and better equipped boats, the crustacean fishery yielded landings in 1975 over three times greater than in 1974 — and nearly five times

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LETTERS FALSE SENSE OF STABILITY

SIR, The implications of a remark by a Grimsby skipper in *Fishing News*, March 26, are worrying me. He said that, after fitting a new wheelhouse, his boat had "passed the rolling test with flying colours".

I would like to comment on rolling period tests. The time taken to roll from one side to another depends on the stability factor GM, and the beam of the vessel — strangely it does not vary significantly with the degree to which she rolls. Thus, the time for a roll can be used to assess GM.

It was decided that the work required to prepare stability data for existing fishing vessels would be so great that a

simplified approach should be adopted, and so the rolling test was developed.

GM itself is of no consequence in the stability of conventional British fishing vessels, since it is well above the minimum, but it has been related to the critical GZs by suitable allowance for freeboard, etc.

This gives a very simple, very reasonable, approximation which at least shows whether or not the stability

characteristics of a vessel are on the border line. However, there are very important qualifications:

The accuracy of the results depends on the value given to a constant in the formula. To determine this constant, when possible we have undertaken rolling tests at the same time as each of our recent inclining experiments.

The constants for the vessels concerned (about 70) are predominantly in the 0.78/0.85 range (metric units), but on individual boats vary from 0.85 to 0.95. It is only possible to use an average figure unless full data is available, and it will be obvious that major errors can result.

A secondary, relatively slight but significant point, is that the rolling test gives an indication of the GM, which depends on the vertical centre of gravity KG and a mathematical figure KM. Without going into technicalities, KM often varies by a foot on an inshore vessel over the range of trims experienced in practice, and so a misleading GM value can be derived in certain conditions.

Thirdly, and most important, is the fact that the rolling test indicates the characteristics of the vessel only in the condition in which the test is undertaken.

Only by extensive calculations can any allowance be made for alternative loading conditions.

Thus, the test should be a very useful approximate method to decide which vessels require full calculations, thereby avoiding the considerable expense of compiling these for all boats.

To have any value at all, however, it must be done when the vessel is in her worst stability condition, which for virtually all conventional inshore and offshore craft is when they are fully laden.

We have yet to work on a wooden fishing vessel in Britain which would not pass the rolling test with flying colours in the unladen condition, but when loaded the characteristics can be completely different, and a large proportion cannot safely fill the fishroom with bulk fish at least.

We appreciate the practical problems of this, but unless this is done we fear that some skipper will be given false confidence in his vessel — with tragic results.

M. J. Napier, The Napier Co., Arbroath, Scotland.

This letter was written prior to the article appearing last week, on the DTI's flexible approach to new safety rules. Ed.

Strike a light!

SIR, I SEE in the February 27 edition of *Fishing News* that two fishing skippers were fined £100 for entering Aberdeen with the lights at "No Entry".

If the management of the harbour is of the same standard as some years ago, they have my sympathy. And I reckon they were hard done by.

I arrived off Aberdeen in a 30ft sloop after a passage from the south with a force 7 south easterly under our tail: the forecast was that it would back north easterly and blow up to a gale.

As I doubted if we had time to round Ratray Head (we were bound for Inverness), I decided to go into Aberdeen.

The lights were against us, but we motored in cautiously and could see nothing coming out or any reason why we should not enter.

Next day, when I reported to the harbourmaster, he told me the lights were at "No Entry" due to a strike of electricians. Surely they could have persuaded the electricians to service such navigational aids in an official harbour of refuge, or made arrangements for someone else to service them.

At the least they could have switched them off! Switching lights on and off is not the electrician's monopoly, in any properly run organisation.

W. C. Robertson, Grange Over Sands, Cumbria.

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A VIGOROUS expansion programme over the past three years has put the Kilbirnie, Ayrshire, firm of W. and J. Knox among the leading net makers in the UK.

Well known for many years as a manufacturer of all kinds of synthetic nets in sheet form, the firm set up a small net mounting department about a couple of years ago to make white fish and prawn trawls for the Scottish market.

In charge of the department is ex-skipper, Andrew McCrindle, a native of Maidens, Ayrshire. With his 56ft. boat *Silver Fern*, Skipper McCrindle has worked a number of fishing methods including ring netting, seine netting and trawling. So his practical experience is invaluable in understanding the ideas of fishermen and designing nets to suit their requirements.

Knox trawls have won particular favour on the Scottish west coast and are tailor-made to suit the horsepower of the boat and the needs of the skipper.

The Knox 90, which has wing meshes of 150mm and 320 meshes around its fishing circle, is popular.

One of the most recent 520s has been made as a white fish trawl for the Girvan boat *Mayflower* (Skipper Tom Shields) and has a shorter headline and wings to allow it to be towed faster.

The company has now taken a further step forward with the purchase of the net making interests of the Port Glasgow factory of the Gourrock Ropework Co. from Bridon Fibres and Plastics Ltd. This business has now been transferred to Kilbirnie.

David McGeorge, manager

MERGER FORMS A POWERFUL NET GROUP

of net rigging at Gourrock for 25 years, remains with the business and is working side-by-side with ex-skipper McCrindle at Kilbirnie.

His expertise in net making, together with Mr. McCrindle's 30 years' experience as a fisherman, will inject new impetus into net making at Kilbirnie.

The merger has also combined two of the four oldest registered companies in Scotland: Knox was founded in 1778 while Gourrock dates back to 1736.

The Boris Net Co. Ltd., with its factories at Fleetwood and Strichen, Aberdeenshire, has also had a long association with Knox.

All the well known Boris nylon mid-water herring and sprat trawls, which are used extensively in the Scottish fleet, are made from Knox netting and twine.

In 1975 a new 3,750 sq. ft. extension was opened at the Strichen factory, and white fish trawls and the herring and sprat trawls used by the

Scottish fleet are made there under the management of Bob Mathieson.

The enlarged net making venture at Kilbirnie will be a complementary activity to the work of Boris and will give the customer a wide choice between the Boris, Knox and Gourrock designs.

Knox also have premises in the Northern Irish port of Killybegs, where it is represented by Jack Ballance, formerly skipper of the local boat *Star of Faith*. Already a large number of Gourrock nets have been sold in Ireland.

Gourrock has been well known for its white fish trawls and seine nets for many years. In 1958 the firm designed a wing trawl specially for use as a seine net, and its deep wings gave it a much higher opening than the traditional seine nets then in use.

It proved an immediate success and is still in wide use by seine net vessels of all horsepower.

Of relatively light construction, it is known as keen fishing nets which keeps its shape well in the water.

One of the larger and more powerful boats using a Gourrock net is the 87ft. steel vessel *Sparkling Star* of Peterhead. She was built last year by the Dutch yard of K. Hakvoort for Skipper John Buchanan and has a Mirreless Blackstone engine of 750 hp.

In recent years Knox has

also invested in new twine and net making machinery and built-up a healthy export trade. The firm is also sole UK manufacturer of the monofilament netting used for salmon drift nets. Monofilament cod nets are also being made for fishermen in Killybegs.

These nets are set on the bottom and left to fish overnight, being used by small boats which formerly worked long lines. Another new venture is supplying wreck nets to the Irish Sea Fisheries Board.

A type of tangle net set among wrecks, etc., to catch cod, they are of multifilament polypropylene and the method used is similar to that employed by the Danes.

Knox has also supplied panels of netting for the purse seines being used by the two new Scottish-registered vessels, *Gallie May* and *Gallie Rose*, owned by Gallie Shipping of London.

With Ayrshire skippers, these 99-footers have just finished fishing for mackerel from Cornwall using sprat purse seines which have smaller meshes than herring purse seines. The two boats also have mid-water trawls of Boris manufacture.

The management team of W. and J. Knox Ltd. is headed by managing director, Bill McMillan, who has been with the company for about 20 years.

Marketing director, Alastair Taylor, has been with the company for about 21 years and Hugh A. Ford is sales manager.

Archie Taylor, one of the company's UK sales representatives, has held the position for some 25 years.

The chairman of the company is Bryce Muir Knox, who carries the business into the sixth generation of the Knox family.

Left: ex-skipper, Andrew McCrindle of *Silver Fern*, assisting crewmen during trials of a Knox trawl aboard *Frigate of Ayr*.

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New-class steel 36-footer

A 36ft. long steel fishing boat being built on spec near Truro, Cornwall, could be the forerunner of a new class of standard boat.

The design is for a boat with a waterline length of 34 ft., breadth of 13 ft. 6 in., and maximum draft, 5 ft. So far the keel has been laid and the frames are being built. The hull will be ready for welding in about two weeks.

Poldice Marine of Devon, near Truro, is building the craft after delivering a number of steel tugs during the past three years. It also built a 58 ft. motor cruiser.

Brothers Bert and John Clay formed the company after working in the ship-building industry: one was a manager and the other a foreman.

The firm previously built a 35 ft. steel boat to a Robert Tucker design and this craft, *Kingfisher II*, has been fishing from Cornwall.

Bert Clay told *Fishing News* that, with the DoT now having to survey fishing vessels, same fishermen will be prompted to buy new boats instead of soldiering on with craft which may need expensive repairs and alterations.

The firm is planning to offer a strongly built boat at a price both wood and GRP builders will not be able to match. Also, individual re-

height, etc., can be catered for.

The boat has been designed by Gary Mitchell of Portmellon, near Mevagissey, who has had an outstanding success with the Cygnus Marine range of GRP craft.

Also, a number of wooden 60 ft. crabbers have been built to his design.

The prototype will have a forward wheelhouse, fuel tanks amidships, with the engine forward of amidships. The accommodation is forward and the fish hold aft. The working deck will be flush.

The boat will be built with frames spaced every 15 in. and the White Fish Authority

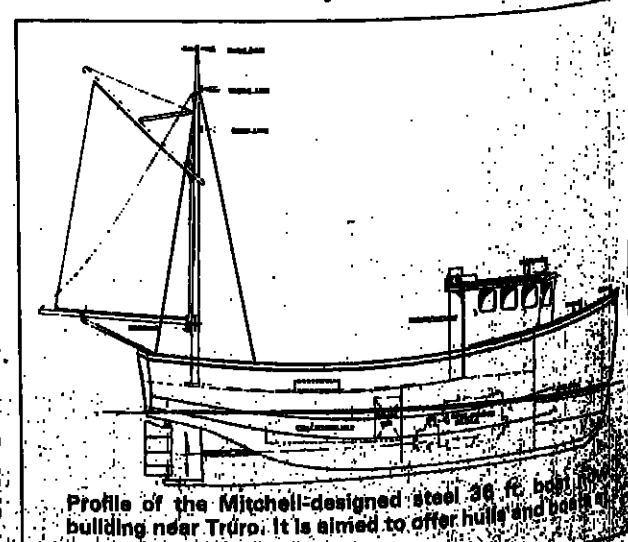
will be invited to inspect the prototype during construction, said Bert Clay.

The firm hopes to sell the prototype before she is completed, although Poldice is prepared to send her fishing under an established skipper so that potential customers will be able to see her in operation.

Some eight or nine craft could be built a year and either hulls or completed boats would be available.

Designer Mitchell told *Fishing News* that the craft is based on the wooden boats he has designed. The steel boat will, however, have a slightly heavier displacement than the GRP boats—being some 18 to 19 tons.

The vessel is designed as a full bodied boat with a big load carrying capacity—an ideal stern trawler, he said.



Profile of the Mitchell-designed steel 36 ft. boat building near Truro. It is aimed to offer hulls and boats to competitive prices.

PETERHEAD a monthly report

WITH SUCH a huge fleet of boats now being based at Peterhead the harbour is very congested at weekends.

During March the majority of locally-owned boats which had been working away—at the herring and sprat fishing—came home for overhaul or to switch to other methods of working.

Several vessels, including the big steel boats *Summer Dawn*, *Brighter Dawn*, *Starlight* and *Constant Friend*, are trawling for shrimp on the Fladen grounds and have made an encouraging start.

On average they have been catching 250 boxes each a week, but *Starlight* (Skipper Alex Baird) made one excellent landing of 405 boxes after a four-day trip.

Misfortune hit Skipper Bruce Thain and *Constant Friend*, however, when two nets worth £2,000 each were lost. They caught on an obstruction on the sea bed.

Another large boat which has been landing shrimp at Peterhead is the 80ft. steel purse-trawler *Flowing Tide*, owned by Skipper John West of Gardinac.

In all, 1,080 cwt. of shrimp valued at £24,123 was landed at the port in March. This includes a small amount landed by a Danish vessel.

Starlight, *Constant Friend* and *Brighter Dawn*—together with the Peterhead boats *Unity*, *Morning Dawn* and *Veracious*—had been working in a partnership of six at the sprat trawling off north east England and they all came home in March.

The crew of *Morning Dawn* told *Fishing News* that it had been a good season and they landed catches in North Shields.

They had fished as far south as Hartlepool and, although the bulk of catches had been sold for fish meal, they thought that more had gone for freshening this year than usual.

Catches for fish meal had sold at £3 a ton and those for human consumption, 27.

Sprats were plentiful and these larger vessels were able to bring in 100 tons at a time. They had only stopped

fishing as they had used up their quotas.

Morning Dawn, *Unity* and *Veracious* have now switched to seine netting.

Quite a number of other Peterhead boats were at the spratting, one or two working single-boat trawls and the others fishing in pair-trawling partnerships.

Of those boats which came home from the Minch herring fishing, several are laid-up for repair and overhaul, including the partnership of three trawlers *Accord*, *Starcrest* and *Faithful II*.

The three purse seiners *Vigilant*, *Lunar Bow* and *Pathway* have tried purling in the North Sea but without a great deal of success, having landed a certain amount of mackerel and coley.

Of the group which worked together as the Big Five, *Sparkling Star* and *Fairweather V* are pair trawling for white fish, *Shemara* is taking part in the Highlands and Islands Development Board's blue whiting experiment off the west coast.

Juncus IV is trawling for white fish and *Ugale II* is advertised for sale.

The only wooden boat in the group, the 78ft. *Ugale II*, was built at the local yard of Richard Irwin in 1908.

Skipper Arthur Buchanan had ordered a new 80ft. steel vessel, but pulled out of the venture when the builders went bankrupt in 1973.

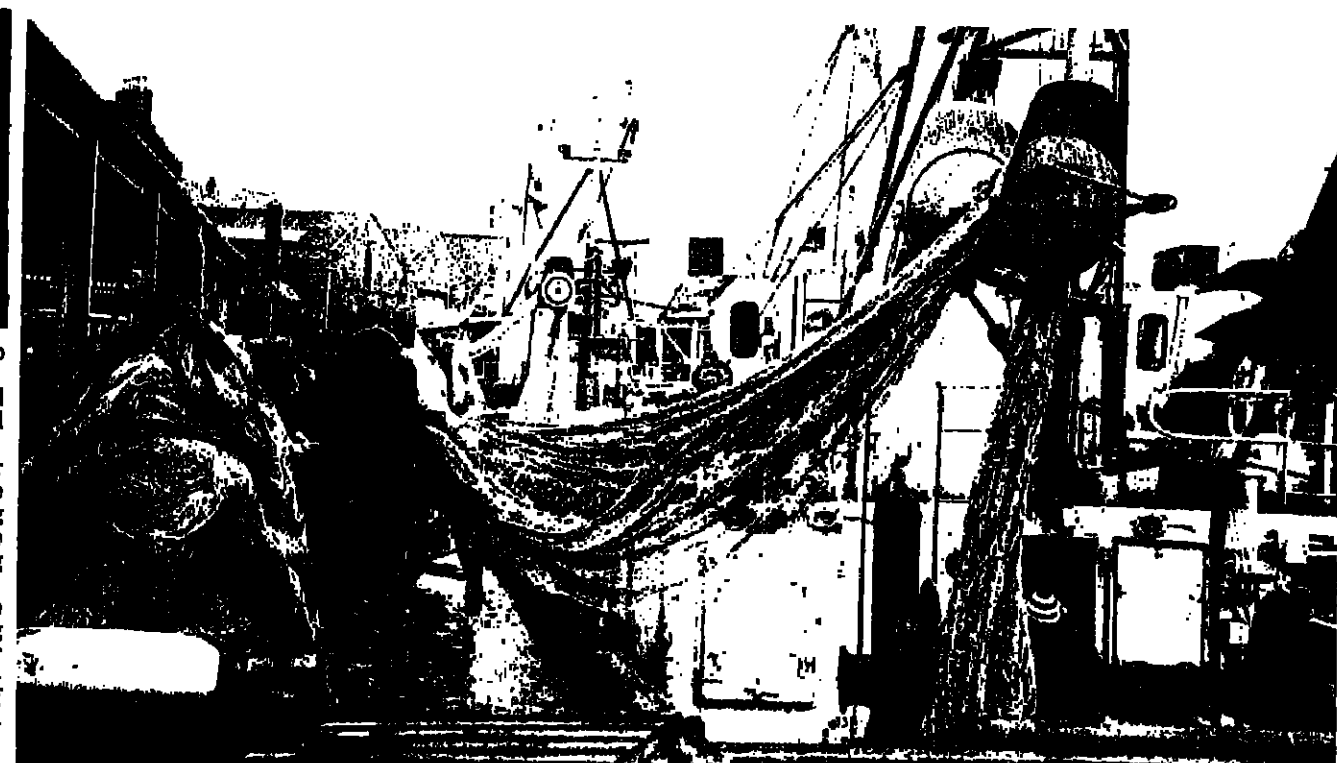
The majority of local and stranger boats landing white fish at Peterhead are working seine nets. However, there does seem to be a move among some larger and more powerful boats towards trawling.

One fisherman told *Fishing News* that some of these were unable to tow seine net gear effectively.

White fish landings were down on January and February, but bad weather had held things up. During March, 50,087 cwt. was put ashore which sold for £762,231.

Highest earning seiner during the first three months of the year has been the Hopeman vessel *Keatral*. She landed catches worth 264,000.

An unusual visitor during March was the well known



Above: a sprat trawl being unloaded from *Morning Dawn* following her return from the north-east coast fishing. She has now switched to seine netting. Below: *Accord* awaiting a repaint at Peterhead after coming home from the west coast herring season.



97ft. Aberdeen-based great line boat *Radiation*, one of the largest wooden vessels in Scotland.

She landed a catch of 312 cwt. at Peterhead after running around on rocks just to the north of the town. She has been on the slipway to have a new keel fitted—a very big job.

Built at Anstruther in 1957, *Radiation* has constantly been one of the highest-earning vessels of her type. She was taken over by Skipper Robert Patrick a year or so ago following the retirement of her original skipper, Alec Gardner of Anstruther.

At the end of the month ship painter, Alec Stephen, died suddenly. He was well known among the many local and visiting fishermen who

brought boats to the Peterhead slipway for a repaint.

Mr. Stephen, who was in his 40s, collapsed and died upward the local boat *Daisy* after being at work on the slipway all day.

Gloria Wilson

50 years ago

Recalling some of the stories which appeared in our columns this week 50 years ago.

APRIL 17, 1926

THREE Humber skippers fined a total of £1,500 for offences inside Iceland's fishing limit.

"APPALLING" poverty among Islanders of Inishodda and Inishark, off Conemara. Fishing boats return empty day after day and some inhabitants "in a starving condition".

SKIPPER of Milford Haven smack *Valletta* dies after the main boom falls on him while the boat is in Brixham harbour.

SIR Harry Lauder catches six trout in Loch of Skene while on holiday.

GEYMAN invents a method of raising sunken vessels by refrigeration. Holes are blocked up by ice.

KNOX
of Kilbirnie

have purchased the net making interests of the Port Glasgow factory of

GOUROCK
ROPEWORK CO.

thereby merging two of the oldest registered companies in Scotland. Knox was founded in 1778 while Gourrock dates back to 1736. This latest move puts Knox among the leading net makers in the U.K. The Boris Net Co. Ltd., of Fleetwood and Strichen, already has a long association with Knox.

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Above: Jim Wreyford works the locally-made hydraulic capstan while partner in the West Solent yard, brother Ken, enjoys a meal break between the hard work. Below: oysters on the table being readied for shooting into plastic sacks held open by an empty five-gallon drum. Right: *We Like It*, based on the Cygnus Marine GM 32 GRP hull moulded near Falmouth, Cornwall, is owned by the builders.

'WE LIKE IT' -oyster fishing with a new GRP 32-footer



WEST Solent Boat-builders of Keyhaven, Hampshire, recently invited *Fishing News* out for a day's oyster dredging aboard its latest boat *We Like It* (SU 330).

She is based on a glassfibre Cygnus Marine GM 32 hull moulded in Cornwall which was fitted out in the remarkable short time of eight weeks.

The Wreyford brothers, owners of the yard, intended her for their own use so they worked long hours to get the job done by early March — in time for the start of oyster dredging in Stanswood Bay.

On Thursday, March 4, she was launched. Ann Hunt, the yard's secretary performed the ceremony and she even worked on fitting out of the boat, whenever paperwork allowed.

On Saturday, March 6, the boat was given a trial run. Dredges were made at the yard on the following day and, on the Monday, the boat started work. She returned to Lymington with one-ton of oysters.

Trimming

The local co-op, Stanswood Bay Oystermen Ltd., has a Several Order to protect the grounds from possible over-fishing. There are now 40 boats in the co-op, all of which would be working the same area, so there is little room to manoeuvre on the grounds.

During this week members were working three 10-hour days on Monday, Wednesday and Friday. Tuesday and Thursday are for the shore-work, for the oysters are not trimmed-up with a culch before being sent to the

be on an Essex boat. This is done ashore.

It was still dark when we sailed from Lymington. There was very little wind, but it was expected to increase later (and did).

We Like It measures 32 ft. x 12 ft. x 4 ft., but looks much bigger on deck because of the forward wheelhouse. Like earlier boats from the West Solent yard, she has a laid deck. The Wreyford brothers consider this to be an economy, as a plywood deck would not stand up to the wear from dredges.

Immediately abaft the wheelhouse is a small engine room access hatch, with a low coaming and a steel cover. A removable section of deck, laid and caulked like the rest, allows the engine to be removed. With all this unobstructed space, the boat can also be used for potting.

The raised foredeck is also laid. There is no rail surrounding it, although it would be desirable.

On the starboard side is a half-ton hydraulic capstan, made locally with dredging in mind. It can be run for long periods at high speeds, being driven off the engine via a 12-gallon per minute pump.

This capstan can be operated by the helmsman, and was initially, but later in the day the two jobs were done by two men. The way it is used is as follows:

Abaft of it, on the rail, are fastened two Tufnol blocks, and through them run the two dredge warps of synthetic rope. The crew then run through a block to either side of the stern gantry; where there is a short derrick for each dredge.

When the dredge is shot the rope ran out until it reached a knot made at a calculated

spot, which purposely jams in the block. To haul in, the rest of the rope is passed round the capstan.

The operator has to be very careful as the knot goes round the drum, but the arrangement works. However, the man at the winch has to be on his toes all the time, with the speed at which the two dredges are operated. Anyone new or slow at the job could soon get into a rare mess.

Heavy

The two dredges have 4 ft. blades (the maximum allowed). These are of heavy construction and are fairly conventional in shape. When one is hauled it is lifted level with the culling table (one on each quarter) and one of the team leans over and grabs two hights of rope on it and hauls it aboard. It is landed on the table, lifted and shaken to shoot the contents out.

I thought the Essexman's spill-dredge I had used on an earlier trip in the area is definitely less work for the crew, especially over a long period. With the spill-dredge, it is hauled in and held above the table, a catch is pulled down and the contents fall on to the table. Then the catch is pushed back and the dredge is ready to shoot again. The work of emptying the dredge is done by gravity.

With two at each table the work went at lightning speed, a dredge cleared each side approximately every four minutes. If a team cleared their table first, they went across and helped the others until their own dredge came up again.

Oysters were shot into a plastic sack kept upright by being put inside an empty

five-gallon drum and the top turned over it. When 4 full — to allow it to be tied — the bag was replaced by another. By the end of the day we had filled 35.

There was the usual rubbish — slipper limpets, oyster shells, whelks, weed and some starfish — which had to be sorted through and pushed overboard. The crew wore rubber gloves to sweep the debris over, but here the east coast 'shed' or 'shot' would save several movements of the arms.

There were five in the crew. Work was continuous, the day being broken by the occasional cup of tea and sandwich. On the way back to Lymington we had a cooked meal.

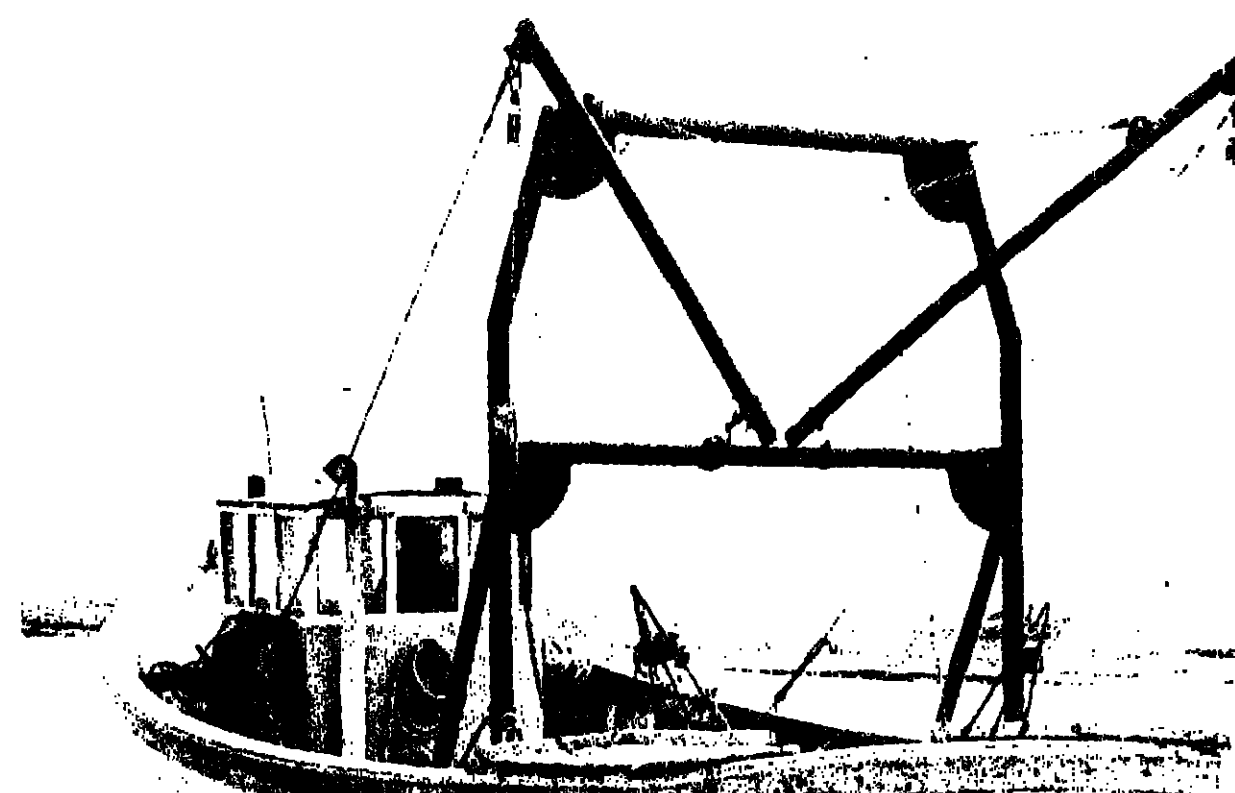
When not culling oysters, I had a good look around. Like earlier boats by West Solent Boatbuilders, the bulwarks have a good capping of teak, a Malaysian hardwood, extending well down the side. The top is protected by half round coping iron. The wheelhouse is also of wood with a sliding one on the starboard side.

Dodge

Another entrance would be useful, since it was difficult to get in and out with the winchman standing at the capstan. With the dredges continuously operating, it was a job to pick the right moment to dodge round the wheelhouse.

Inside the wheelhouse is a radio telephone will be added later. There is also a Calsonic sounder and a compass.

Accommodation will be arranged for four, but only was aboard this day. The boat was fitted out — several jobs to wait because of the rain.



Above: *We Like It* is fitted with a substantial stern gantry. Below: one of the dredges being landed on the table while oystering in the Solent.

get the boat ready in time. The steering is Teleflex.

The engine is a Lister of 50 hp, model HRW4 MGR, driving a 30 in x 19 in propeller through a 3:1 reduction. It is economical, burning about 23 gallons of fuel an hour, and will give *We Like It* a speed of about eight knots without over-revving. The fuel tank holds 120 gallons and there is a six-gallon hydraulic oil tank. The engine is mounted on 12 ft. long fir bearers, 5 in. x 12 in., glassed-over. These are keyed into the four 18 mm. marine ply bulkheads.

Glassfibre boats tend to be noisy, but sound and vibration have been greatly reduced by the addition of frames at 18 in. centres inside the hull, made up over foam 4 in. x 4 in. in. and with 8 oz. glassfibre laid-up over them. So, it is possible to talk in normal tones inside the wheelhouse.

In the engine room is a Jabsco 1 in. clutch pump for deck-wash and bilge pump, also for the Bowman unit which cools the capstan's hydraulic oil. The stern gear is lubricated with water fed through a cutless bearing on either end of the shaft, the water being drawn from the engine outlet (a feature of previous craft from this yard). This reduces maintenance — it is only necessary to tighten the graphite gland packing once a week and this is particularly valuable when trawling in shallow, sandy water.

This type of boat is now in production at West Solent Boatbuilders' yard and costs (at present) about £12,000 complete. I was very impressed with the boat as she did a hard job well.

The weather was good, so I was unable to judge her behaviour under adverse conditions, but Gary Mitchell designed her hull with a deep forefoot and she behaved herself in what was there was, steered well, and the wheelhouse gave a good view all around (their previous Versatility 30 had a blindspot ahead).

Pat O'Driscoll.

ORMER DIVING BAN 'A MUST'

IN A REPORT on the Guernsey ormer or abalone, the Guernsey Shoregatherers Association (a body of dedicated conservationists) warns that the pathetic shoreline harvests of the last few years before the three-year ban on gathering was imposed in 1973 points to overfishing by diving.

Catches along the shore by part-time and professional fishermen went as high as 20 dozen per man on each permitted tide. But others were only catching from two to five dozen.

The weather was good, so I was unable to judge her behaviour under adverse conditions, but Gary Mitchell designed her hull with a deep forefoot and she behaved herself in what was there was, steered well, and the wheelhouse gave a good view all around (their previous Versatility 30 had a blindspot ahead).

The SGCA has researched ormer catches around the island since 1900. While fluctuations in catches have occurred — especially during the German occupation when there was no control over some beaches — the conclu-

sion is that by 1964, when diving really got under way, catches on shore halved. Catches continued to decline and by 1973, when the total ban was imposed, they were virtually nil.

Pointing a finger at the island's Sea Fisheries Committee, the report says: "The authorities must resist reducing our ormer stocks still further. They must not yield to the temptation of allowing even licensed diving for ormers."

The shoregatherers' report will be studied by the SFC which will soon be drawing up

a policy document on the future of ormering when the ban is due to end in December this year.

The SFC has carried out its own investigation with the help of the Marine Biological Association, whose marine biologists carry out regular surveys around the island.

However, it is clear that SGCA would like to see an end to all forms of diving for ormers. The association believes that if only those ormers measuring 8 cm and over are taken on the shore to just beyond ELWS, there would never be a scarcity.

Unlike the SFC investigators, the shoregatherers believe that the littoral zone is re-stocked by ormers from outlying reefs where diving has been permitted in the past.

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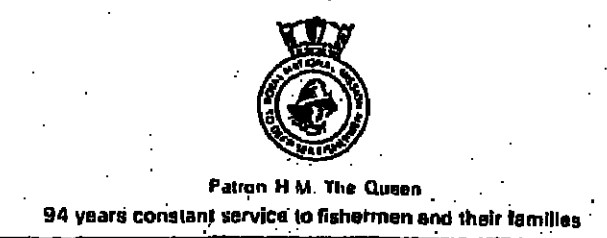
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Catches and Prices

GRIMSBY

Selmers
 £6,153: *Tanana*, Sleight, (Sk. A. Lundel), 244 kits, NS, 15 days.
 £5,485: *Alatna*, Sleight, (Sk. J. Abbott), 235 kits, NS, 15 days.
 £4,685: *Macandi*, Sleight, (Sk. L. Højberg), 182 kits, NS, 17 days.
 £4,609: *Veralla*, Allard Hewson, (Sk. E. Olesen), 187 kits, NS, 19 days.
 £4,226: *Linda Lise*, Richardson, (Sk. C. Olesen), 164 kits, NS, 17 days.
 £4,069: *Vicaria*, Allard Hewson, (Sk. C. Jorgensen), 140 kits, NS, 19 days.

Pair Teams

£13,122: *Margrethe Bojen*, (Sk. Jens Bojen), 616 kits, and £11,611: *Frances Bojen*, (Sk. J. Richardson), 533 kits, both Sleight, NS, 10 days.
 £7,911: *Golden Venture*, (Sk. P. Pulfrey), 339 kits, and £5,620: *Skanderborg*, (Sk. P. Scott), 243 kits, both Sleight, NS, 12 days.
 £6,069: *Grenaa Star*, (Sk. B. Host), 243 kits, and £5,451: *Grenaa Pearl*, (Sk. M. Potterton), 213 kits, both Sleight, NS, 11 days.

HULL

£52,136: *Hammond Innes*, Newington (Sk. W. Brettell), 2,419 kits, NC, 21 days.
 £35,784: *Westella*, Marr (Sk. R. Warren), 1,666 kits, 1, 21 days.
 £33,929: *Kingston Amber*, BUT (Sk. A. Cubbison), 1,684 kits, NC, 22 days.
 £30,075: *Ross Canaveral*, BUT (Sk. M. Redfern), 1,466 kits, NC, 20 days.
 £28,013: *Kingston Beryl*, BUT (Sk. C. Andrews), 1,156 kits, 1, 21 days.
 £24,897: *Ross Altair*, BUT (Sk. D. Patterson), 1,161 kits, 1, 27 days.
 £12,861: *Joseph Conrad*, Newington (Sk. J. Cannon), 515 kits, 1, 20 days.

FLEETWOOD, Iceland

£20,744: *Robert Hewett*, Hewett, (Sk. H. Pook), 907 kits, 22 days.
 £17,638: *Boston Crusader*, Boston, (Sk. W. Harrison), 875 kits, 21 days.
 £14,359: *Marella*, Marr, (Sk. A. W. Barkworth), 779 kits, 21 days.
 £13,002: *Wyre Gleaner*, Wyre, (Sk. W. Spearpoint), 703 kits, 17 days.

Home water

£10,599: *David Wilson*, Hazael (Sk. J. H. Banks), 383 kits, 13 days.
 £3,931: *Boston Sea Hawk*, Bloomfield, 174 kits, 9 days.
 £3,092: *Marie Jacob*, Boston, 124 kits, 14 days.

Near water

£3,826: *Replenish*, Ward, 149 kits, 13 days.
 £2,545: *Resolute*, Ward, 108 kits, 15 days.
 £2,461: *Southards*, Ward, 99 kits, 15 days.
 £2,059: *Deevale*, Bird, 81 kits, 16 days.
 £1,712: *Craigmillar*, Ward, 78 kits, 15 days.
 £1,140: *Forrads*, Ward, 48 kits, 7 days.

ABERDEEN

£22,077: *Ben Lui*, Irvin, (Sk. T. Nelson), 1,160 kits, NS, 18 days.
 £17,266: *Grampian Monarch*, North Star, (Sk. R. Catto), 778 kits, F, 18 days.
 £14,853: *Glen Carron*, Marr, (Sk. J. Chisholm), 288 kits, F, 15 days.
 £10,887: *Ross Mallard*, BUT, (Sk. J. Barclay), 688 kits, S, 10 days.
 £10,537: *Ross Cormorant*, BUT, (Sk. W. Gardner), 589 kits, S, 15 days.
 £9,955: *Ross Curlew*, BUT, (Sk. R. Summers), 629 kits, S, 11 days.

LOWESTOFT

£10,000: *Suffolk Harvester*, Hobson, (Sk. R. Reynolds), 321 kits, NS, 12 days.
 £8,972: *Baltby Queen*, Talisman, (Sk. C. Craig), 387 kits, NS, 12 days.
 £8,657: *Coral Banks*, Hobson, (Sk. D. Athorn), 317 kits, NS, 13 days.
 £8,430: *St. Philip*, East Coast, (Sk. J. Peck), 304 kits, NS, 12 days.
 £7,755: *Suffolk Endeavour*, Hobson, (Sk. J. Soane), 263 kits, NS, 18 days.

£7,749: *Boston Sea Sprite*, Boston, (Sk. M. Raven), 286 kits, NS, 14 days.

GRANTON

£8,584: *Arctic Crusader*, Liston, (Sk. M. Anderson), 539 cwt., NS, 13 days.

NORTH SHIELDS

£13,984: *Ben Strome*, Irvin (Sk. E. Longhorn) 43,908 kilos, NS, 18 days.
 £7,199: *Christine Nielsen*, Irvin, (Sk. C. Ellis), 19,520 kilos, NS.
 £5,174: *Ben Vurie*, Irvin, (Sk. R. Shearer) 15,616 kits, NS, 14 days.
 £5,135: *Conmorran*, Irvin, (Sk. N. Norse), 14,755 kilos, NS.

£4,086: *Lindisfarne*, Irvin, (Sk. J. Bailey), 19,520 kilos, NS.
 £3,107: *Conduan*, Irvin, (Sk. A. Morse), 9,605 kilos, NS.
 £2,070: *Ina McBain*, Associated, (Sk. T. Bailey), 5,367 kilos, NS, 3 days.
 £1,919: *Emulate*, Associated, (Sk. A. Wyse), 4,965 kilos, NS, 4 days.
 £1,000: *Margaret Clark*, Associated (Sk. D. Clark), 542 kilos, NS, 4 days.
 £990: *Seglem*, Associated, (Sk. A. C. Hunter) 644 kilos, NS, 4 days.
 £820: *Prince Igor*, Associated (Sk. R. Casson), 1,160 kilos NS, 4 days.

MILFORD HAVEN, Irish Sea

£3,292: *Georgina Wilson*, Jones, (Sk. T. Smith), 130 kits, 13 days.
 £3,096: *Bryher*, Norrard, (Sk. A. James), 138 kits, 13 days.
 £2,800: *Westerdale*, Norrard, (Sk. F. Reynolds), 95 kits, 14 days.
 £1,503: *Arthur Harvey*, Kerr, (Sk. J. Donovan), 32 kits, 5 days.
 £1,302: *Brenda Wilson*, Jones, (Sk. R. Evans), 36 kits, 6 days.

HUMBER VESSELS DUE

GRIMSBY
 Expected during the week from Iceland: *Barnesley*, *Boston Concord*, *Boston Kesel*, *Carlisle*, *Prince Philip*, *Ross Kaskin*, *Ross Kipling*, *Ross Kelly*, *Ross Rodney*, *Vianova*; from Norway: *Conast*, *William Wilberforce*; from Faroe and Western: *Erinno*, *Hundo*, *Okina*, *Rhodesian*, *Ross*.

Cheetah, *Ross Genet*, *Ross Zebra* and *Tokio*.

HULL
 Expected during the week from Iceland and White Sea: *Arctic Corsair*, *Lord St. Vincent*, *Ross Sirius*, *Ross Trafalgar* and *Somerset Maugham*.

PORT MARKETS

MONDAY, APRIL 12

GRIMSBY
 A good supply of 7371 kits from 19 ships met a good demand. Prices: shelf cod, £2.20/£2.20; lemon sole, £1.50/£1.50; codling, £1.80/£2.40; shelf haddock, £2.20; medium, £2.50; small, £1.60/£2.20; large, £2.50; medium, £2.80; best small, £2.80; rockfish, £1.80/£2.20; skinned dogfish, £5.40; coalfish, £1.20/£1.80; red fish, £1.20/£1.50 per stone.

HULL
 About 5,272 kits from three distant water vessels. Prices ranges per 10 stone kit, heads on: shelf cod, £1.70/£2.7; shelf codling, £1.85/£2.45; shelf haddock, £2.17/£2.33; coley, £1.19/£1.75; bergylts, £8.76/£18.45. No distant water plaice, halibut, bulk codstuffs or haddock.

FLEETWOOD
 Prices: English shelf cod, £2.20/£2.8; bulk, £2.0/£2.4; sprags, £2.1/£2.8; plaice, £1.7/£2.7; haddock, medium, £2.50/£2.4; small, £1.7/£1.8; lemon sole, £2.3/£2.8; hake, £8.8/£10.9; coley, £1.1/£1.6; dogfish, £1.8/£2.0.

NORTH SHIELDS
 Prices: cod, £1.8/£2.0; sprags, £1.8/£1.8; medium codling, £1.6/£1.8; selected small, £1.3/£1.7; small, £1.2/£1.5.

haddock, small, £1.0/£1.3; whitling, £1.80/£1.40; lemon soles, £1.0/£1.75; plaice, £1.0/£1.22 per 40 kilo unit.

MILFORD HAVEN
 Prices: cod, £1.5/£2.50; large plaice, £1.8/£4.0; Dover sole, £3.6/£5.0; squid, £1.8; monkfish, £2.0; hake, £3.6/£5.0/£3.9 per 8st. kit.

BRINHAM
 Prices: cod, £2.45; large plaice, £2.80; roes, £1.80; pollock, £2.70; turbot, £10.40; whitling, £2.20; lemon sole, £4.80; Dover sole, £17; brill, £5.80; flounders, 8sp; squid, £1; monkfish, £7.30; roker, £2.80; dabs, £2.40; red mullet, £11.20; conger, £3.20; per stone; scallops, £1.28 per doz.

NEWLYN
 Prices: cod, £2.30/£2.60; plaice, small, £2.30; turbot, £9.20; whitling, £1.40; lemon sole, £1.20.

BILLINGSGATE

ON TUESDAY, average selling price on merchants' stalls were: English and Scotch salmon, £1.95/£2.30; Irish, £1.90/£2.20; salmon trout, £1.10/£1.50; soles, 30p/40p; alps, 45p/50p; medium, 60p/£1.40; large, £1.1/£1.2; eels, 80p/90p; foreign smoked salmon, £1.84p; per lb. large turbot, £10.10/£17.50; medium, £9.80/£12.50; small, £5.50/£8.30; large brill, £7.8/£8.40; medium, £4.20/£6.30; small, £2.80/£4.92; Danish plaice, 1lb. — 1lb, £5.20; 1lb. — 2lb, £5.50; large and medium halibut, £12.90/£19.60; small, £8.40/£9.80; selected lemon soles, £2.50/£3; large whithes, £2.80/£3; small, £1.60/£1.70; headless home water cod, £2.20/£3.30; fillets, shelf cod, £5.40/£6.30; bulk, £4.70/£5.50; Iceland, £5.50/£6.60; coalfish, £2.19/£5.20; haddock, home water kit and chats, £3.10/£3.20; gishors, £4.20/£4.30; jumbos, £4.40/£4.60; selected whitling, £1.19/£2.10; small, £1.40/£1.80; small English dogfish, £4.50/£5.30; large, £5.35/£6.60;

mackerel, £2.20/£2.80; Irish herring, £3.30/£3.60; London cured dry haddock, 85p/£1; fillets, £6; golden cubes, £1; filleted and selected kipper tongues, £3.50/£4.80; squid, £5.80/£6.80; grey mullet, £5.80/£6; roes, £3.20/£3.80, per stone.

SHELLFISH
 Selected lobsters, £2.60/£3.20; unsorted, £2.40/£2.90; crabs, over 3lb, 25p/40p; under 3lb, 18p/25p; small, unsorted, 8p/10p; Dabs bay prawn tails, £1.50; per doz. Irish winkles, 2p; per doz. whelks, £3.50 per bushel; English mussels, £2.75; per bag; bay shrimps, 90p/£1.30; pint, £1.20/£1.40; English cockles, £1.40, per gallon.

FROZEN FISH
 Pacific and Japanese salmon, 96p; Japanese halibut, 9p; scampi, 95p/£3.20; snappers, 28p; lun saam, 40p; grey mullet, 34p; haddock, 50p; winged, 40p; per lb. fillets, plaice, £1.6; cod, £5.50; haddock, £5.50; squid, £1.50, per stone.

April 16, 1976

April 16, 1976

'Net' banned before it was invented!

SIX Campbelltown skippers accused of using an otter trawl illegally in Lamlash Bay last August were admonished when they appeared in Kilmarnock Sheriff Court earlier this month.

James McDonald (Senior) of *Crimson Arrow* pleaded not guilty.

Evidence was given by Leslie Dixon, a Glasgow businessman and a member of the Sea Anglers' Association, that he had seen a number of boats trawling.

He had seen them lifting something aboard: "stones, fish or shells, because these boats take everything". He reported them to the procurator fiscal at Kilmarnock and the fisher officer (Campbelltown).

Brian Knight, fishery officer at Campbelltown, visited the pier where *Crimson Arrow* had already arrived and discharged 227 stones of queen scallops. He had about half-a-stone of flat fish aboard. The boat carried a wet queenie bobbin trawl, with otter boards attached, which appeared to have been in use that day.

Mr. Knight stated that the queenie trawl was invented in

1968 and, while it could be called an otter trawl, it is a very different net from the traditional otter trawl which the Act was introduced to ban in 1889.

The queenie industry is important to the Clyde. About 80 per cent of the Scottish catch is taken in the Clyde and this was worth nearly £1 million in 1975. Most of the catch goes to America for dollars.

Skipper McDonald admitted fishing in Lamlash Bay. He would call his net a dredge, but under cross examination admitted it might be called an otter trawl. It was designed for catching shells and not free-swimming fish.

Basil Parrish, director of the Marine Laboratory at Aberdeen and chief scientist for the Department of Agriculture and Fisheries for Scotland, was called as a witness for the defence.

He agreed that queen scallops are to be found mainly in the Clyde and close to the Arran shore, and that his department circulated films

showing the beds and methods of fishing.

The Cameron Committee on Scottish inshore fisheries had reported in 1970 that the ban on the use of the otter trawl should be repealed and, further, that commercial fishing should always have priority over the interests of sea anglers.

The reasons for the Act of 1889 had disappeared and the net which the accused had used was clearly designed to catch shellfish and not fish. No harm was threatened to the shellfish stocks which were an important dollar export.

He did not think the fishermen were doing any harm — even if technically their net came within the ban.

In addressing the court, Ian Stewart, a Campbelltown

solicitor who is also president of the Scottish Fishermen's Federation, said he could not really claim that the law had not been broken. However, it was an obsolete law and served no useful purpose. If Parliament had done its duty the law would have been repealed.

The fishermen, far from being subjected to prosecution, should be congratulated for serving their country by gaining useful dollar exports. The firm which sold their claims to the USA had twice gained the Queen's award for industry, while the fishermen are subjected to the onus of prosecution.

The Department which instructed the prosecution actually encouraged the fishing. The only alternative to a beam or otter trawl for this

particular purpose is a dredge, which to his eyes was if anything more damaging to the sea bed and, apparently, less efficient.

The six boats had caught between them 1,315 stones of queen scallops and less than two stones of fish.

An Act passed in 1889 could not have been directed against a fishery which had only developed since 1968. He asked for an absolute discharge.

Sheriff A. B. Smith said he found the position very difficult. Skipper McDonald had obviously broken the law, but it was a law which had only developed since 1968. He asked for an absolute discharge.

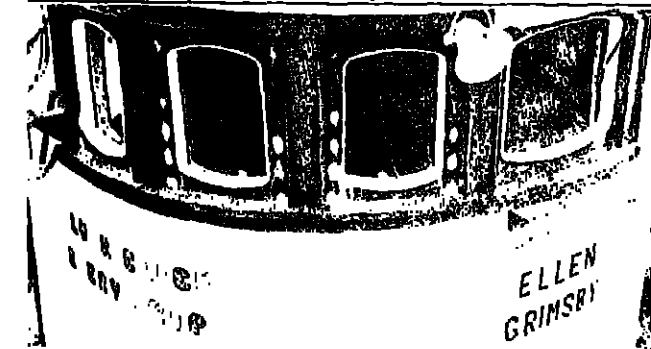
The five other skippers, who subsequently pleaded guilty, were dealt with similarly.

First 'African' fishing show

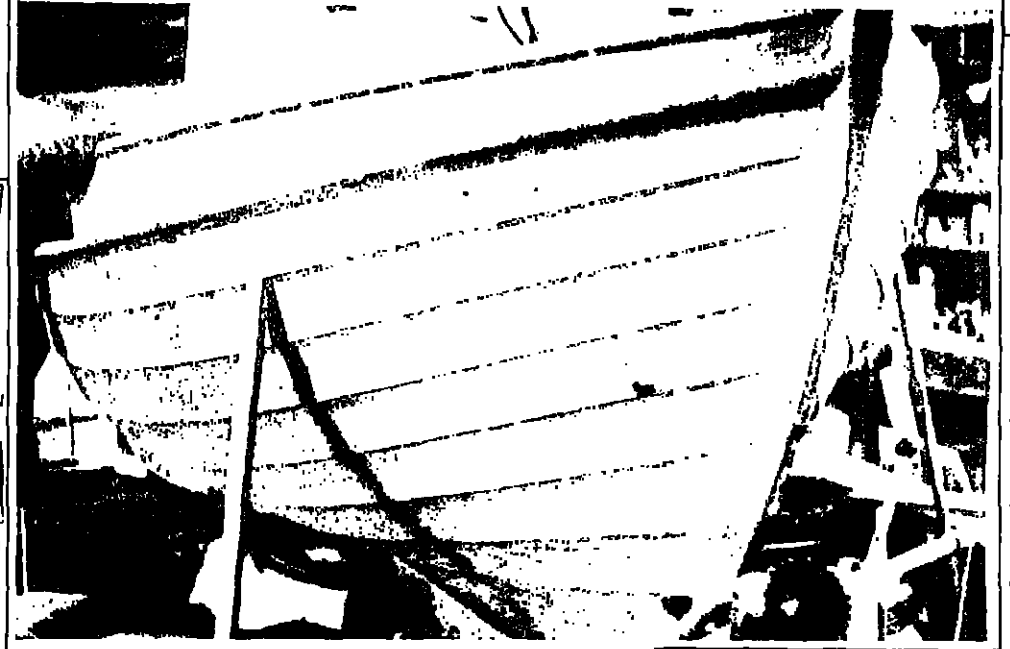
WHAT IS claimed to be the first "African fisheries exhibition" is scheduled to take place in Dakar, Senegal, from February 16 to 22 next year.

An all-African Fisheries Congress will be organised by SOFIDAK (Foire Internationale de Dakar) at the same time. Both events will be held in the new exhibition and congress centre near Yoff-Dakar International Airport. The exhibition will be staged in association with the magazine *World Fishing*.

Further enquiries should be addressed to: The African Fisheries Exhibition, *World Fishing*, Riverside House, Hough Street, Woolwich, London SE18 6LR. Tel: 01-855 7801; Telex: 896274 Comex-pub Ltd.



GRIMSBY skipper, Alan Thinnesen, is so keen on safety at sea that he has pinched disc jockey Jimmie Saville's catch-phrase on the subject of car seat belts — Clunk Click Every Trip. He has had it painted on the side of the wheelhouse of *Ellen*, his 39-ton pair trawler, as a reminder to his crew.



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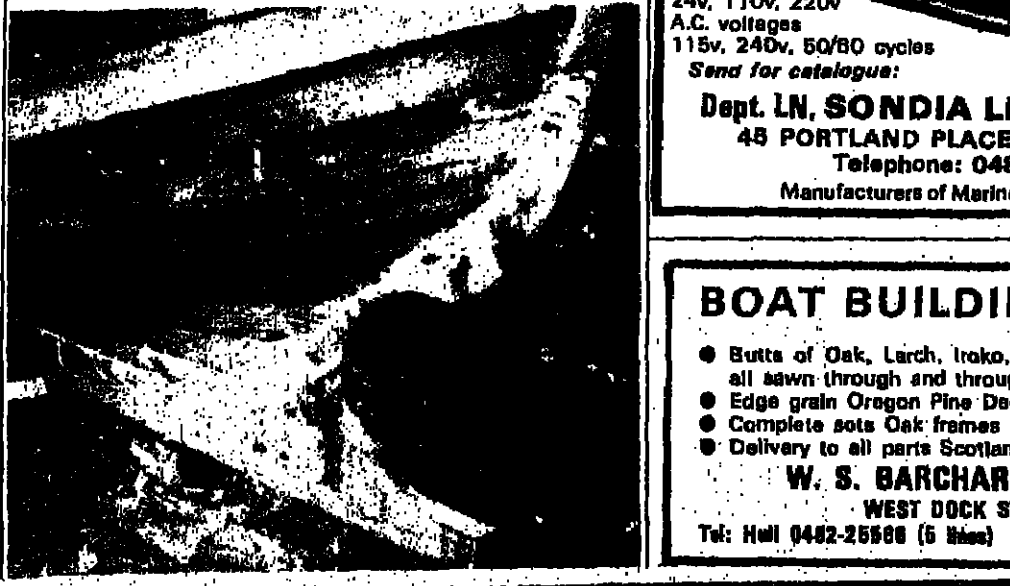


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THE SMALL Duncan boatyard at Hamnavoe, Barra Island, Shetland, is now finishing off a 23ft inshore boat for a local owner. The craft has been built in traditional Shetland style (see above), the larch frames and planking all being copper fastened. The boat is a double-ender and will be used by owner, Drew Pottinger, for potting and other inshore fishing methods. The wheelhouse is forward and power comes from a 18 hp air-cooled Lister diesel. With a beam of 7ft 9in, the new boat is slightly beamier than the traditional type. Another noticeable alteration is the fitting of a balanced metal rudder, which necessitates modification of the stern post.



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